"THE IMPERIALIST."

WHAT IT WAS, AND WHAT IT WAS NOT-THE END OF A SENSATION.

To the Editor of The Tribune. SIR: Most of those in the secret of the late Imperialist publication were surprised at the revelations made in an article in the last number of The Galaxy. If the story written by the person who disclosed the schemes of his comrades was not false, the color he gives it is remarkably so. For this coloring, the able gentleman who prepared that article from the notes of a person who declined to acknowledge his own communication tion, is not responsible. In giving the motives and sequence of the facts about The Imperialist, I distinctly deny that conscientions motives have anything to do with this recital. It comes from the ndignation any disinterested person feels at a moral fraud. The information was given in May or June last, by the person who started the idea of The Imperialist, and who afterward sent its story to The Galaxy, and, calling attention to that article in another print, streve throw the odium of the project on Gen. Logan and the Grand Army of the Republic. These assertions of infine do not need to be made twice, as they come from no second-hand authority. The "gentlemen of position and culture," quoting from The Galaxy article, who were founders, editors, and writers of The Imperialist, are three young men, tolerably well known in New-York newspaper offices. Two were Americans and renegade Republicans. One had gone so far as to carry torches in Union League processions, and talk patriotism flercely at the curbstone, and attempted to enlist in the war; but the protestations of his friends, especially his lady friends, held his loyal arder in check. During the last campaign he occupied his fertile pen with writing editorials alternately for Grant and Seymour, with a possible consulate in view, which he fondly hoped to secure by his disinterested labors, whichever side might win. The list of consulates was filled, but his name was not on it, and the death of hope from a Republican Government left him an ardent Imperialist. The second is an Englishman, who has the best claim to sincerity of belief of any one of the triumvirate. His position at the time was a subordinate one in the freight business. He however is the only one of the three who deserves in the least the idistinction of culture. The others are graduates of fresh-water colleges, with a post graduate course of bad French novels, and provincial Italian. The third is the working editor of a small financial paper, a very young man-so young that it is difficult to characterize him further. All three were Bohemians of Bohemia, in the eminent degrees of lebt and discontent. The promising idea that a paper could force its way to notorious success, the "undraped" odiousness of its principles, was suggested to the first of these men after an apprenticeship to Pomeroy's Democrat. The idea is not new to the world. The devil is always ready to accept unconditional surrender, no matter how poor the victory may Walker, the filibuster, Capt. Kidd, the great marine; Cesarian, and the renowned captive and covepant keeper of Ham are sufficient instances. Model artists and opera bouffe in a smaller way succeed on the same principle. The charge of imperial ambition against the President-nominate furnished a significant opening for unscrupulous talent to enlarge during ntervals of "paragraphing" at eight cents a ine. The paper proposed was not started during the campaign because it would injure the prosa consulate for Nos. one and two of the triad. When the ingratitude of republics was demonstrated, and no consulate was to be had, the en-

Three men in the hall bed-room of a New-York boarding-house, conversing in whispers!" The dread portrait of the scene fills us with awe. They drink "Death to the Republic: Life to the Empire," whether from the ewer or the tooth-mug, the minute and melo-dramatic manuscript does not inform us. South America felt the im. pulsion, and trembled with an earthquake a few months later. Readers will remember that the issue of The Im perialist was followed in time by the Coliseum Festival in Boston and the capture of Reddy the Blacksmith, to say nothing of the May anniversaries. Who has not seen a ferocious spaniel howl menaces at the moon, and the moon immediately pass behind a cloud? "The night was far advanced when the meeting broke up," as it is apt to be when good fellows drink "Death to Republics" in flowing bowls or two-shilling tumblers. There was a flerce storm of rain and lightning at the time the meeting broke up; there often is rain when there is lightning. At any rate, this compilmentary token on the part of the heavens was gratefully accepted as the sincere element of the dramatic for which the souls of the conspirators thirsted. Talking in whispers had brought a delicious feeling of insecurity and the sweet portents of Government espionage. A dark-lantern would have added solemnity the scene. People use dark-lanterns about dangerous or dirty deeds, and we cannot see why it was not as necessary to darken the light as to converse in whispers. Treason has been printed, talked, and shouted in this country for the last forty years, whenever any one took it into his insa The plan or plot of The Imperialist and the T. C. I. O. might have been discussed in the ordinary room at Delmonico's, or in the Wall-st. Exchange, and nobody would have lifted a finger to prevent. Government would have read stray copies at the breakfast table, and laughed over the flue editorials wasted on the scheme. The editorial corps might have worn diadems in the streets, with Imperialist blazoned in front, and nobody would have feit much hurt. The element of secrecy is captivating to young minds, such as school cirls who prefer an assignation in the kitchen garden, or an elopement on the Daniel Drew to an acquaintance sanctioned by all the family. Bowery boys would defight in the description of this midnight meeting, as the sensible editor of The Galaxy did when he shook with laughter over this highly drawn bit of a sensation sketch, and admitted it as too good a joke to be lost. The sententious words, "We may hang, separately or together," impart a fine and fearful relish to the scene. Bless you! do you think those men would peril their necks for any principle whatever ! They knew that their secrecy, and courage, and audacity were mere shams, and the strength of the government they attacked was at once their license and security. Their audacity, alias "cheek," otherwise impudence, was that of a child who kicks a visitor's shins with impunity, secure that he won't be punished in company. There is an audacity which is genius; there is another quality of it

gine of destruction was set to work.

which is simply cowardice. The fact is this. These three men were, in expressive phrase, either "hard up," or impatient of notoriety. I am inclined to set down the latter motive to the youngest and most prosperous of the three. A good advertising device was struckfout by the leader and second together; both claim the idea. Every obnoxious idea flourishes in safety in this favored clime; why should not they play out their charming conspiracy? "No one of my readers," says the writer, "can have forgotten the excitement which this Imperial bomb-shell created." from this being the case, most readers were, for the first time, informed that such a bombshell had been tired; but some of them remember the burning of Greytown during Pierce's administration, which furnishes a parallel. Such of the press of England and America as "saw in it the defiance of a party strong enough to make public its aims and plaus," will be pleased to know that it was the neat little advertising scheme of "adventurers, irresponsible, unprincipled Bohemians," who horrowed a hundred dollars or so to start their quack political idea, and who would have found it unpleasant to have had to refund that amount if the American public had been less credulous. The designation shove inserted are repudiated by The Galaxy tricle. Why! Nobody knew enough of the matter to charge it to adventure; it was scacely known enough to create inquiry. Qui s'excuse, s'accuse. That they were unprincipled, at least as regards their paper, is shown by their loose boasts and revelations concerning the Triumviri Civesque Imperil Occidentalis, while the paper was published, and it was for the interest of its stockholders to keep up the mystery as far as possible. Their exultation at the success, which was openly avowed as an "advertising dodge," was too great to allow them to keep silence. What! no audience to admire this sublime audacity? Not to be endured. So the secret was divulged. Neither honor, nor "patriotic," nor "pure metives" kept the originator of the scheme from telling the story to a dinner party of journalats, at Delmonico's, during the existence of the paper. In the excuse that he was afraid the story would come ut anyhow, and damage him, unless he told it his own way. His devotion to imperial ideas led him to give up the direction of the paper, at a large salary, for a respectable and safe position on a city paper, at half the money. If a verred that he wasn't sure what The Imperialist might have to do, its success was so much more than he counted on, and it was best to be safe. The sentiment controlling Southern and South-Western rebel enthusiasm was too exciting for persons of their temperament, and spread to the rest of the trio, who found it preferable to retire to private life in a short time, and The Imperialist died of its own success. The ghost of the Rebellion was sufficient to appal the gay dventurers who invoked it. The Democrats who offered money to keep this thorn in the side of the Republicans working, will be pleased to learn by The Galazy article that to a certain extent these offers were accepted as a grim joke, to be at the proper moment turned to account here, will leave for the same port.

in showing the people how extremely honest the politiclans were in their advocacy of democratic institutions," The grimness of this joke at least shows the extreme honesty of the Imperialists in a light rather too strong for its complexion. At least these politicians did not ntend to have their own bounty turned against them.

That such a paper as The Imperialist, and such a Society as the T. C. I. O. attained such a success, proves no more the relative strength of the Cesarian party than | you herewith the statement on the subject which I have does the existence of Mormonism prove that it is destined | Just prepared for the managers of railroads in this counto engulf other creeds. The desertion of the originators of the scheme is proof of their faith in it, and their devotion to it. Why they should have had such apprehensions as led to the abandonment of their diadem, is a uestion, when they had the example before their eyes of the actual leaders of a military rebellion who escaped scot-free after overt acts more effective than the issue of a quarto-weekly, or even whispered conferences in

New-York hall-bedrooms. The editors of The Galaxy express their light estimate of the Imperialist plot by the tone of their introduction to the article and the comments interspersed. Their opinion will coincide with that of every sincere American that it was merely the scheme of adventurers which told with the inflation and heroics of the authors makes a readable page in the gossip of the day. Bowery boys may hereafter find the role of Imperial adventurers nore to modern taste than high-flavored murders a la the cartoons of The Police Gazelle, since the Westchester highway gives no scope for amateur Claude Duvals. The modern exploit is safer.

Three wise men of Gotham Put to sea in a bowl.

If the bowl had been stronger,
My story had been longer.

SHIRLEY DARK. New-York, Nov. 3, 1869.

THE SPANISH GUNBOATS.

MYSTIC BRIDGE AND ITS SHIP-YARDS - THE SPANISH GUNBOAT CONTRACT-ITS EFFECT ON BUSINESS-A DESCRIPTION OF THE VES-SELS.

MYSTIC BRIDGE, Conn., Nov. 4 .- To the people of the interior the place where I write this letter is comparatively unknown; but along the entire extent of our sea-shore, from Maine to Alaska, wherever men go down to the sea in ships, Mystic-built elippers are known and admired alike by captains and common sailors. In the history of the California trade, Mystic ships have never been equaled. The Andrew Jackson, remarkable for having made the quickest passage for a sailing-vessel between New-York and San Francisco, years ago, the David Crockett, Twilight, and many other vessels well known to shippers, were modeled by Mystic men and were built here. When the Slaveholders' Rebellion broke out, naval contractors looked to this place for many of the vessels they wanted. The Galena, the first experiment and failure in naval iron-clad architecture, was constructed at one of our yards. The Varuna, whose splendid record while passing the forts on the Mississippi below New-Orleans, under command of the gallant Capt. Boggs, will ever be remembered, was a product of Mystle industry. At the close of the war, our maritime industry came to a sudden stand-still. The yards were closed, and for many months the timber in them, left over from the last contracts, seasoned admirably. The carpenters roamed about our streets disheartened and dejected. Gaunt poverty stood at the doors of many of these sons of toil, and not a few were obliged to leave family and home, and seek work elsewhere in other departments of labor. It was therefore with an intense feeling of relief that we received the news several months ago that a large contract had been given to the ship-builders of Mystic, in behalf of the Spanish Government. On the 7th of May last it was officially published upon the streets that C. H. Delamater & Co. of New-York had contracted with Spain for the construction of thirty gun-boats, designed for service in Cuban waters; and, further, that C. H. Mallory & Co. of New-York, also of the firm of Mallory & Sons of Mystic, had sub-contracted with Delamater & Co. for the building of fifteen of them. For many days nearly every train brought artisans, skilled in the construction of vessels, with their chests of tools; the teamsters hurried away at early light and brought from the woods the best and largest sticks of timber they could find for best and largest stoks of timber they could make ribs and keels; agents were dispatched East and South, to purchase timber suitable for the building of the boats. They brought large quantities from the forests of Maine and North Carolina. One firm worked up a carge of Georgia timber in their contract. Of the fifteen boats contracted for by C. H. Mallory & Sons, five by Hill & Grinnell and two by George Greenman & Co. infreen boats contracted for by C. H. Mallory & Co., eight were again sub-contracted for by C. Mallory & Sons, live by Hill & Grinnell, and two by George Greenman & Co. The specifications were duly prepared in New-York, under the immediate supervision of Spanish naval officers of high grade. Although 90 days was the utmost limitation of time for their completion, yet these documents showed that they were to be very thoroughly built, and were to contain all modern improvements. The boats were each to be 110 feet in length, 28 feet in width, and 8 feet in depth. They were to measure 175 tuns each, old measurement. During the last week in May, the workmen commenced their labors. The keels were laid, and then with almost wonderful rapidity they worked timbers of white-oak, locust, and hack-metack into the frames, and fastened them with copper, galvanized fron and locust tree nails. To put a good finish to their work they celled the boats in yellow pine. Sharp-eyed overseers pushed the men to the very verge of endurance. As a consequence the boats were finished exactly according to contract. Before they were completed, however, came the U. S. Deputy Marshal from New-London, with orders act. Before they were completed, however, came the S. Deputy Marshal from New-London, with orders much is superiors to prevent the boats from leaving the cer. Here were 15 boats upon the stocks, none in concion to launch, with no machinery for them in e town, and no possibility of preparing them for a in less than 90 days, with a United States as in less than 90 days, with a United States ficer, making it his especial duty to see that these shells do not violate the laws of the land by putting to sea, of a revenue outer lying near the mouth of the river intercept the fleet should some high tide float them off is stocks. Mr. Mallory gave the Deputy Marshal his and that the boats should not leave the river without remission from the Government. A few bottles of excellent "Roderer" were broken with the Spanish agents are, who were watching the work, and the curtain ropped.

dropped.

The work was pushed ahead, and as fast as the boats were launched they were drawn above the bridge that spans the river. Boon after the last one was in the water it was decided to do a portion of the joiner work here. The contract for ten boats was given to R. Mattison & Co. of Mystic, who, with a gang of 40 men, commenced their word on the 15th of September. The other five boats were tied up here until the 19th of October, when they were teed up here until the 19th of October, when they were towed to New-York, under escort of the United States Revenue cutter Campbell. The joiner work on them will be completed in that city under the Immediate supervision of the Spanish agents located there.

* Each boat is to have two masts, schooner rigged. In addition to the sails, motive power will be furnished by two screw propellers, one on each side of the rudder. The screws and the engines will be put in at Delamater's Iron Works, New-York. The gun-deck is forward of the foremast. One 100-pound Parrott gun will be placed in each boat. The galey for the cook's use place on the boiler deck. Two small buildings, one on each side of the boat, designed for water-closets, are placed about midships. These buildings are connected by a bridge, on which the pilot will stand in time of action. The cabir is aft of the main-mast, and entrance is given to it by a companion-way on the larboard side. The stairs are made of ash with black walnut trimmings. A small armory is placed at the left of the companion-way; in time of action, the arms and ammunition from the markine, will be passed out through a panel in the armory, is constructed in the most thorough manner. Its dimensions are four feet in width, five feet in length, and six feet in hight. It was made as follows: A bulk head, an inch in thickness, was built and covered over with galvanized iron; two thickness of plue sheathing, each three-fourths of an inch were fastened to the iron, one being laid lengthwise and

work was pushed ahead, and as fast as the boats

width, five feet in length, and six feet in light. It was built and covered over with galvanized fron; two thickness, was built and covered over with galvanized fron; two thicknesses of pine sheathing, each three-fourths of an inch were fastened to the irob, one being laid lengthwise and the other crosswise, and fastened with copper nails. The inside lining is composed of lead. The cabin, at the right of the companion-way has a trunk roof. The windows between the deck and the roof have two thicknesses of ground glass, protected on the outside by gratings; blinds will be piaced at the inside of the windows. The trimmings in the cabin are of black walnut. Berths for three officers, wash-stands, drawers, and lockers in abundance, fill up the cabin space. On the starboard side, just forward of the cabin and opposite the armory and magazine, are the pantry and mess-room. It is proposed to finish each in a thoroughly substantial manner. From their present incomplete condition but little idea can be obtained of how these rooms will look when completed; but from what the contractor told me I opine that the Spanish officers who may have charge of these boats will sit down to as pleasant tables as they would find at home. Forward of the messroom is a larce engine-room, with a small space set apart at one side for berths for four engineers and assistants. On either side are lockers arranged in graceful profusion, and without much regard to harmony. These little arrangements never come amiss to the sailor, for he is sure to have them all full, however many he may have allotted to him. Passing forward, we come next to the boiler-room, with large coal-bunkers on each side. The forecastie, the home of the joily tars, is next to the boiler-room, the apasht place-for a forecastie. Here the Spanish sallors will eat and live, and spin monstrous yarns in liquid Spanish. It is spacious and will swing a number of hammocks. Forward of the forecastle are the wine-roome, two liquid spanish. It is spacious and will swing a number of ham

ard part of the boat.

It has not been a paying job to the Mystic contractors; indeed, all of them have lost some in oney, beside their time. The only persons who have made money out of the affair are the carpenters, and they are the men who need it. In the first place, our builders had to name very low prices in order to secure the job from New-York builders. They would have made some money, however, but for the rise in labor and material. Under the urgent necessity of completing the frame work in ninety days, men who had been receiving \$2.75 per day, demanded \$3.60, and the master workmen were obliced to pay strikers prices. The market was found to be bare of material, and thoogs who had timber held it at \$45 per thousand, although they would have eagerly sold at \$30 per thousand one week before the contracts were made public. The sails for the boats have been made hers, and have been shipped with them to New-York. The spars, engines, boilers, propeliers, cabin furniture, dec, will be furnished in New-York. It is expected that they will each make at least ten knots per hour.

One Spanish agout has been here watching the work from the time the first boat was commenced, and for a length of time, at various intervals, he has had an asso clate. Five of the boats were towed to New-York of Fidey, the 29th ult, and on Monday wex the last install-

STEEL RAILS.

THEIR ADVANTAGES, MANUFACTURE, AND DU-RABILITY. To the Editor of The Tribune.

SIR: The elaborate article on steel rails in

your issue of to-day makes it proper that I should send

try. I take this occasion also to correct one or two errors

into which the writer of the article has inadvertently

fallen. Steel-headed rails are of two kinds. First-Rails with solid cast steel tops, made either from Bessemer, Martin, or crucible steel. Second-Raila with tops made from welded billets or bars of puddled steel. The latter might laminate, but the former could only wear out in the same manner as solid steel rails. While I have never hesitated in my preference for the solid cast steel heads as contradistinguished from the welded steel, it is but right to state that the welded puddled steel heads, both in Europe and this country, are doing most excellent service, and, so far as existing experience goes, do not seem to be inferior to the solid steel rails. I found that the guarantees given in Germany were usually three years for iron rails, seven years for puddled steel rails, eleven years for all steel rails. Now in regard to the Eric Railway let me say that a most careful examination has just been completed of the steel-topped rails made at Trenton, and whatever the "prominent official" may have said to the 'importer of solid steel rails," the facts are of more consequence, than any vague assertions. At the time of the inspection, 21,786 puddled steel-topped rails had been laid, of which one-hundred and seven (107), being half of one per cent (1), were found to be defective. Of 1,315 iron-topped rails, made at Trenton, of the best materials, and in the same manner as the "Trenton" rails, which on roads less heavily tired, are proverbial for durability, and in use about the same average time as the steeltopped rails, 45 or about 3 4-10 per cent were found to be defective. But the most striking difference between the steel-topped and iron-topped rails, is abundantly proven by the experience of Germany, as well as of this country, is that the failure of the steel-tops, where it occurs, is immediate, while the fallure of the iron-tops is gradual. My own observation of the wear of the two kinds of rails on the Eric Railway confirms this statement, and there cannot be a doubt that an inspection a year hence will be still more favorable to the steel tops. It is also proper to state, by way of caution, that the iron-topped and steel-stopped rails are laid promisenously in the track, and unless the trackmen observe the marks a false impression might leasily arise in regard to the durability of the steel tops. But the most interesting fact in regard to these rails is that not a single one, whether iron or steel-topped, has broken in the track, and yet the old rails, of which they are twothirds composed, were of very inferior quality. This shows what can be done by eareful workmanship and the use of sufficient new material of the best quality, when the railway officers have the intelligence to pay for skill and quality. It is proper also to state that this experiment was undertaken by the New-Jersey Steel and Iron Company, solely for the purpose of deciding the relative merits of rails with iron tops, rails with puddled steel tops, rails with cast steel tops, and solid steel rails, without any expectation of immediate profit; and it may comfort the "importer" greater to be informed that the rails have cost more than the price paid for them, but it is now settled I that old rails can be covered with solid steel heads that will stand the traffic of the Erie Railway, that will not get loose by use, and that the work can be conducted on the line of the Eric Railway with great economy, because coal is cheap and access to suitable new material convenient. Hence, I have not hesitated to advise the officers of the Eric Railway to make immediate arrangements for rerolling their rails on the line of their road with solid cast-steel heads, unless it shall be found, as I trust it will be, that by some of the new process solid steel rails can be made at a less cost,

than steel-topped rails. Careful observation of the wear of the rails on the Erie Railway, as compared with other leading lines of railway in this country and in Europe, has satisfied me that there is no track in existence subjected to such severe usage, and that nothing but steel will stand the heavy traffic, ponderous engines, and high speed of that great highway. The true mission of the Eric Railway is not yet fully understood by the public. It is essentially a coal road, and must convey millions of tuns not only East but West, and its present tunnage is but slight compared with the future demands for transit over its tracks. Hence it is folly to lay anything but the most durable material on the road.

In conclusion, let me say that the conditions of the problem for making cheap steel, suitable for rails, are essentially different in America from what they are in Europe. The greater part of our ores contain phosphorus, which renders them unsuitable for the Bossemer process. But by the Siemens-Martin process pig iron containing phosphorus can be utilized, and the resulting steel welds admirably to iron, which is not the case with other kinds of cast steel, containing the same percentage of carbon. Hence it is probable that steel-topped rails can be made more cheaply than rails all steel, except in Bessemer process. But it so happens that most of the phosphorus is mechanically combined with the oxide of trop, in our rich and abundant magnetic ores. This peculiarity has just begun to attract attention, and there is therefore, reason to hope that large amounts of material, now useless for the Bessemer process, will be rendered available for it by improved methods of treatment. Again, these rich ores are admirably adapted to the socalled direct processes, by which the oxygen is expelled, and the resulting sponge of metallic iron left in a condition to be converted into steel by the Siemens-Martin or the crucible process. But these direct processes, although apparently so simple and inexpensive, have hitherto baffled the science of chemists and the practical skill of metallurgists. There nover was a time when success was so necessary, or when so much talent, science, capiwas so necessary, or when so much talent, science, capital, and energy have been devoted to the solution of this interesting problem; and I, for one, look for a successful result at an early day. With the production of cheap metallie sponge will come cheaper steel, cheaper rails, and cheap but safe transportation. Beasemer and Siemens are both engaged in trying to salve this great problem, each in his owniwar, ned each devoting to the task not merely his great experience and high scientific skill, but the well-carned fruits of past inventions, by which the cost of steel has been so reduced as to be a successful rival to iron for uses the most ordinary. While I cannot but wish them the success they deserve, I confess that, as we have the largest supply of suitable ores, I should profer that the glory of this great and final achievement should be won by some one of our own inventors, who would thus rank himself with Franklin and Morse, and Howe and Goodyear, the American benefacand Howe and Goodyear, the American ABRAM S. HEWITT. ors of all mankind. New York, Oct. 30, 1869.

OFFICE OF COOPER, HEWITT & Co., No. 17 BURLING SLIP. ?

OFFICE OF COOPER, HEWITT & Co., No. 17 BURLING SLIP. ?

DEAR SIR: Having made a visit to Europe during the past Summer, with Mr. John Friz. Manager of the Bethishem from Works at thethehem, Prenn., for the purpose, mainly, of acquiring information in regard to the use of steel for rails, i do not think that I can render a more acceptable service to the railroad interests of the United States than hymaking a brief statement of the conclusions at which we arrived. First It appears to be certain that on all roads doing a large business, and especially where heavy engines are run at a high speed, steel must be authoritied for two, on the wearing aurface of the track. The steel may be either puddled, or made by the Stemens Martin. Bessenner, or cruethis process; but, whatever aim of a steel may be either puddled, or made by the Stemens Martin. Bessenner, or cruethis process; but, whatever aim of a steel may be an interest on the steel be of good quality, and adapted to the purpose. This demands skill in the sanufacture and care in the inspection. Unless this skill is used, and care exercised, there will soon be the same complaint to regard to the quality of iron. Second: For roads having a small traffic, iron rails are, as yet, more economical, provided light engines and or are supplyed. If proper care is used the mainfacture and inspection, and a price paid sufficient to cover the cost of good materials and workmanship, there is no more difficulty now than there was in former years in procuring iron rails of good quality. The real cance of the inferiority of modern rails appears to be due solely to the unwillingness of railroad managers to pay a price adequate to meet the actual cost of good from and skillful work. Third: The question as to whether all steel rails, or from rails with steel heads, should be used, is mainly one of first cost. There have been slight objections to seel topped rails, when cast steel is used for the head arising out of the liability

STEEL-HEADED RAILS-ANOTHER VIEW. To the Editor of The Tribune.

SIR: In an article published in THE TRIB-UNE, the use of steel-headed rails, instead of solid steel rails, especially upon heavy traffic lines, was indirectly condemned. Facts now accessible would, I feel sure, induce you to think that it may be possible, by the aid of recent improvements in welding iron and steel, to make steel-headed rails, not only cheaper than the common rails of solid steel, but, for ordinary use, nearly or quite as safe and durable. R. R. MAN. New-York, Nov. 3, 1869.

ERIE RAILWAY MANAGEMENT. To the Editor of The Tribune.

Sin: Yesterday morning I took the cars of the Northern Railroad of New-Jersey, at Piermont, N. Y. The ticket-office was closed, and no waiting-room

open. The usual fare is 60 cents to Jersey City. The conductor demanded and insisted on 90 cents extra on three of ne nnless we could produce tickets. At the same time he knew, by personal observation, that the ticket-office at the station where we got on was closed, and that therefore we could obtain no tickets. Ho offered to show me his printed orders, and when I refused to look at them, said that he was imperatively ordered to put any person not producing a ticket off the ears unless he paid the extra rate; this whether it were possible to procure tickets or not at the starting point.

A Passenger.

BRIGHAM YOUNG AND THE INTERNAL REVENUE.

HOW THE REVENUE WAS NOT COLLECTED-THE INCOME OF THE MORMON CHURCH AS RETURNED BY BRIGHAM-THE INCOME AS

An attempt has recently been made in Salt Lake City by Dr. Taggart, the new Assessor of Internal Revenue to assess a tax upon the income of the Mormon Church, which is known to amount to a large sum annually. In this effort he has met with the most determined and persistent opposition from Brigham and his subordinates Singular as it may seem, the wealthy "Church of Jesus Christ of Latter Day Saints" has never yet paid the Government tax upon its income. The former Assessor, Chetlaine, was known by the "gentiles" of Salt Lake

City to be the mere tool of Brigham Young. He accompanied Brigham upon his royal progress through the Territory, and upon one occasion, when at tending an evening meeting of the Mormons, accepted an invitation to a seat upon the platform, with the bishop and his two counselors, known violators of the anti-Polygamy law. When, however, he is removed and a man like Dr. Taggart steps into his position, determined to discharge the duties of his office without fear or favor, the Mormons salute him with howls of rage, and threats

of persecution. The first act of Assessor Taggart, upon assuming office, was to assess the Government tax upon the total amount of scrip issued by the Corporation of Salt Lake City The Treasurer of the Corporation had made his returns regularly to the former Assessor each month, with the tax calculated at one-twelfth of one per cent upon the circulation, as required of bankers, and Gen. Chetlaine accepted them as proper and correct. Section 6 of the Internal Revenue Act of March 3, 1865, requires the assessment of 10 per cent upon the issue of all corporations of cities, &c., the act not recognizing those bodies as legitimate bankers. The tax upon \$190,000 at 10 per cent is \$19,000; the tax upon \$190,000 at 1-12 of 1 per cent is \$158 83, leaving the sum of \$18,841 67 of which the Government would be defrauded did not the present Assessor enforce payment. The profits made upon this issue of \$190,000 are really a part of the revenues of the Mormon Church, the members of the corporation of Salt Lake City being nominated by Brigham, and their election being secured by him under the present Anti-Republican form of voting in Utah. In the early part of last August Dr. Taggart forwarded to Brigham Young a set of blanks, at the same time requesting him, as Trustee of the Church, to make a proper return of its income for 1868. Brigham became greatly incensed at this, and at first flatly refused to comply, but sent in reply the following document: "We, the Government of the United States, do not recognize any such organization as the Church of Jesus Christ of Latter Day Saints, or any auch officer as the Trustee-in-Trust of said Church. We, the Government of the United States, have obliterated such church and officer from existence by Legislative enactment of July 1, 1862." No signature was appended to this. The meaning intended to be conveyed was doubtless this: That the anti-Polygamy Act was theoretically intended to wipe the Trustee-in-Trust, and "Church of Jesus Christ of Latter Day Sainte' out of existence, although practically it had failed in its object, and therefore the Government could not assess and collect a tax upon the income of that eclesiastical corporation. This communication from Brigham was treated with the contempt which it deserved—no notice being taken of it. The Assessor declared, however, that if proper and correct returns were not made within the time limited by law, he should proceed to make the assessment himself from the best information which he could obtain, and should also hand the affair over to the United States District Attorney. Upon the last day allowed by the law, Brigham made a return, stating the total income of the Church for 1863 to be \$440. The return was signed by Brigham Young in his private capacity. The blank oath was filled up and purported to have been sworn to before the Deputy Assessor, a Mormon though he had been in the habit of having his private income returns sworn to by one of his cierks, who, he said, knew more about it than he did himself.

The papers were immediately turned over to the U. S. District Attorney, who prepared an elaborate opinion demonstrating that the Mormon Church corporation was as much liable to have its income taxed as Trinity or any other church corporation, subject, of course, to the legal exemptions. The various sources of revenue of the Mormon C for 1868. Brigham became greatly incensed at this, and at first flatly refused to comply,

tillery and a wholesale and retail liquor store, which are carried on ostensibly in the name of the Corporation of Sait Lake City, but really are part of the Church, and the profits all go into the church treasury. By means of this distillery the Government has been defrauded of thousands of dollars, which should have been paid in the shape of \$2 upon every gailon of whisky manufactured tary and optional, and, therefore, is merely a gift and not taxable. Unfortunately, however, for Brigham, the facts do not bear out his assertion. A few months past a laboring man obtained work on the grade of the Utah Central Railroad, now being built by Brigham. After earning 50 he concluded to leave work, and accordingly asked for his time, which was given to bim. Upon arriving in Sait Lake City he hastened to Brigham's office to obtain his money, The clerk hunted over the church books, and found that the man owed \$45 tithing for 1868. That amount was accordingly deducted, and the baiance, \$2, handed over to him, notwithstanding his earnest protestations that his family were actually in need of the money to purchase food. Nou-payment of tithing is visited upon the offending members with all the persecutions which the resources of the Mormon Courch enable it to employ. The Mormons estimate the total population of Utah at 130,000 souls. These figures include only the Mormons of the Church, and undoubtedly do, pay tithing. Averaging their earnings at \$500 are required by the rules of the Church, and undoubtedly do, pay tithing. Averaging their earnings at \$500 aver, a low estimate, we have \$15,000,000 as the aggregate. This, of course, is not in money exclusively, but in produce. The tithing on this would be \$100,000; the rents and profits of real estate are about \$25,000 more, besides other sources of revenue not to be ascertamed. tary and optional, and, therefore, is merely a gift and taxable. Unfortunately, however, for Brigham, the fa

This leaves upward of a quarter of a million of dollars subject to the Government tax, and the probabilities are that the Church income is more than double this amount, as many sources of revenue are not stated. Out of this, and other taxes upon the private incomes of the Mormon leaders, the Government has been systematically defrauded year after year, through the connivance of an Assessor who executed his duties in the interests of Brigham Young. The present officer has commenced with a determination to do his whole duty, and it is to be hoped that he will receive the support of the Government in his efforts to collect the public revenues.

GENERAL NOTES

A steam dredging machine is at work in Newport, R. I., deepening the water at some of its

A California paper thinks there is a fortune

in a milk-weed that grows wild in that State, the fiber of which is strong as Manilla hemp and fine as linen. Cincinnati is at last to have a Merchants'

Exchange of which her business men may well feel proud. A company has been formed under the general corporation law with a capital of \$400,000, in shares of \$100 each. It is to be expected that the stock will be promptly taken, and such a design adopted as will give the city one of the finest architectural ornaments of Cindinati. The site is not yet selected.

A New-Orleans baker having lost a mule, advertised for the recovery of his animal, which he described as "a gentle mule, valued at \$150, and answering to the name of Fanny," offering at the same time a "heavy" reward to the finder. The animal was discovered on the leves, in the possession of a suspicious person, and taken to its owner, when the latter fulfilled his promise by counting out 50 old-fashioned copper pennies. The Boston newspapers have been express-

ing much anxiety as to the safety of the Arctic whaling fleet from New-Bedford, of which, they say, not a single neet from New-Desirott, of which, they say, not a single vessel has as yet been reported as having arrived at San Francisce or Honolniu. To this the New-Bedford papers reply that it is not yet time to hear from this fleet, and that none of the vessels are to be expected at San Francisco this year, as the expenses in that port are very high. The New-Bedford shipowners expect to receive their customary drafts from Honolniu in due time.

A curious explosion occurred at Factory Viliage, Canaan, N. H., last week. While a Mrs. Jones was engaged in washing, the arch of her boiler was blown up, the kettle and bricks thrown out, and the firebrands and coals scattered about the room. Mrs. Jones displayed great presence of mind in immediately sweeping up the coals and throwing them, with the burning clothes, into a tub of water. She had been burning some oid boots, and it is supposed that a horn of powder, lost about two years ago, had dropped into one of them and caused the explosion.

In (speaking of Montana City, Iowa, The Democrat of that place says: "We claim for Montana the most wonderful progress of any city in the State of Iowa. In proof of this, we refer to the fact that scarcely four years ago, but one or two habitations, those belonging to pioneer settlers, marked the spot where now stands a

city of 3,000 inhabitants, a city with magnificent brick blocks, with large and commodious brick school-houses, with peat and elegant church edifices, with manufacturing establishments, with beautiful private residences, manument warehouses, magnificent railroad structures, all the mercantile pursuits represented, and hundreds of mechanics with busy hands."

The San Francisco Times thinks that the people of that city "will be surprised to learn that the capital invested in five of its leading hotels amounts to \$4,750,000; that they produce an annual rental of about \$450,000; that the small army of people on their pay-rolls numbers 600—colneiding singularly with the numbers of that other brigade which won its fame by 'charging,' that the annual income of these hotels exceeds \$2,500,000; and that their permanent population is about 2,000 people. The foregoing summary shows one employé to every three-and-a-half persons—i. e., to every married couple, one odd bacheldor, and their child. This fact implies a condition of much coddling and comfort; precisely the condition which we find realized in life at a hotel."

A most disgusting exhibition was given in tal invested in five of its leading hotels amounts to

A most disgusting exhibition was given in Boston last week by a professional gormandizer, Reynolds by name. Reynolds made a wager of \$10 with nolds by name. Reynolds made a wager of \$10 with
"Jerry" Desmond that he (Reynolds) could cat within
an hour all the smelts that Desmond could catch in 12
hours. The result of Desmond's fishing were 34 smelts
which he cooked, using a pound of lard and an equal
amount of meal. The fish weighed, when cooked, eight
pounds. In 45 minutes after Reynolds sat down to his
dinner, the last fish had disappeared and then he offered
to eat two pounds of beefsteak if anyone would pay for
it. Nobody being willing to foot the bill be finished his
meal on bread, and then wanted to bet that he would
sleep 23 hours a day for two successive days. The Boston
papers are jubilant over their "Champion Feeder."

Among the "peculiar institutions" of New-

Among the "peculiar institutions" of Newport, R. I., are its "back shops" attached to every store (dry goods and millinery stores excepted) where the men spend their evenings smoking and talking politics. A Providence journal says of these "back shops:" "A well-established grocery store without a back shop, in Newport, would be as great an anomaly as a steamer without a boller. Every week day evening throughout the year, and all day long in Winter when business is dull, men gather in these back shops to discuss the news. Each shop has its particular habitues, who 'belong' to it as surely as a church-goer does to his particular charch, and he is never found in any other, or at any other place of an evening. For their accommodation the shopkeeper makes particular provisions in the way of seats, &c., and also takes the leading papers, so that they all sit and listen while one reads the news. And as 'birds of a feather flock together,' so here each seeks his own—and Republicans, Democrats, Baptists, Congregationalists, Methodists, and so forth, each have their particular store where they pass their leisure hours, though now and then one holding an opposite opinion is numbered among them, giving spice to the assemblage. A course of lectures could never be made successful in Newport for want of patronage, and perhaps the reason may be found in the fact that men prefer the companionship of their fellows in these places of resort to the intellectual teachings of the lecture-room. Other places may, and perhaps do, have their back shops, but Newport takes the precedence for all that goes in to make them an institution." Providence journal says of these "back shops:" "A

Serrano's minister Millaus to permit the Spanish bishops o swear fidelity to the new constitution. The Sultan gave \$10,000 to Bishop Hassoun

o prepare the Armeno-Catholic Cathedral at Pera, where on the 17th ult. the Empress attended mass.

Prof. Phillips of Oxford is partly in accord with Prof. Falb in saying that the earth is now passing through one of its periods of greatest volcanic activity. A scheme to marry Eugenie's niece, the

Duchess of Alba, to the Prince of Asturias, accounts for imperial preferences with respect to the Spanish Crown. M. Bancel, who is said to be a flowery and rehement orator, was recently the hero of a meeting where M. Pelietan was howled down as a Jesuit and

Gen. Fleury, French Embassador to Russia, described as a courtier of decided talent, "blest with wife whose absence will close one of the pleasantest salons in Paris."

brigand.

Count Wratislaw, Imperial Privy Conneilor, blew out his brains after the dinner given at Vienna in honor of the Prussian Crown-Prince. Financial troubles incited the act.

Archbishop Manning, along with Bishop Grant, has started for Rome. The Archbishop has written a letter to the British Temperance Alliance urging widespread Christian education as the best cure for in-

Calcraft, the hangman, has been sued for a tavern reckoning on the occasion of his hanging a man who murdered his wife. It was pleaded that Calcraft's trade had been bad of late, and the Judge allowed a

The French Empress is reported to have said with tears in her eyes, while placing a bouquet on one of the graves at Magenta: "I have nothing but these flowers to offer you, my poor Frenchmen; but they are better than the thorns I find here."

Señor Suner Capdevilla, notorious as the theist of the Cortes, has written a pamphlet titled God." and containing blasphemies as follows: "Man, you are all; you are the beginning and the end. The more you rise the more God will descend. Man is science God is ignorance." Suner has been leading a band in Catalonia.

LABOR MOVEMENTS.

A Workingmen's Union is to be formed of delegates from the various Trades Unions of Brooklyn and Williamsburgh.

There are 1,000 Varnishers and Polishers in this eity and Brooklyn, 500 of whom are society men, divided into an English and a German society. An effort is being made to consolidate the unions.

The plastering business in this city is active. There are about 1,000 plasterers in the city, 800 of whom are society men. Wages \$4 50 per day and 8 hours labor. Mr. Jessup, President of the State Workingmen's Assembly, has issued a circular asking members of the unions throughout the State to subscribe five cent each toward defraying the expenses of the Assembly.

The Joint Committee of the Clothing Cut-

The Paper Stainers and the Shoemakers em ployed respectively by Messrs. Dix & Cousins, Warrenst, and Covel & Co., Seventh-ave., are on strike. The Paper Staluers' have been on strike eight weeks, and the Shoemakers nearly six weeks.

THE LIBERTY-ST. FIRE. The Fire Marshal, in his October report, says

of the fire at No. 63 Liberty-st., that it was remarkable for the gross carelessness to which it owed its origin, and for the extraordinary stupidity of the patrolman on duty on the south side of Liberty-st. It appears from the teatimony of Charles C. Teatut, a printer in the employ of E. T. Raymond, occupying the second foor of the promises, that he was working late on the evening of the fire, that the foreman sent for a candle, and while waiting for it, Teatut took a quantity of cotton waste, placed it upon an iron plate, saturated it with benzine, and, placing it upon an open wooden box upon a chair within a few inches of the press at which he was working, set fire to it, and by the light it afforded, worked for about fifteen minutes; on the return of Higgins with the candle, the cotton waste was not extinguished, but allowed to burn out. Higgins teatifies that the foreman directed him to throw the burning waste into a grate, and (the iron plate being hot) he took about half the waste between two pleces of wood, and so carried it to the grate, a distance of about 10 feet; the remainder being carried away by another boy in a similar manner; the place was closed soon after 6 o'clock, and about 64 was discovered to be on if we where this burning waste was previously used, and in close proximity to a quantity of cotton waste and a large can of benzine or kerosene. The officer testifies that his aftention was called to the fire by the running of some boys and the gathering of some clizens in front of the building; on repairing there he saw the janitor (Jessup), who informed him of a quantity of kerosene beliew on the second floor sufficient, if ignited, to "blow up the building; while conversing with the janitor said was his wife; he ordered her back, saying there was no danger; she came down the second time, and was again ordered back by her husband; he (the officer) ordered her down stairs, but she refused to so; he tried to get Jessup out of the building, but he turned and ran up stars, and the officer then passed down to the sidewalk and informed some of the Insurance Patrol and an engineer of the Fire Department that there for the extraordinary stupidity of the patrolman on duty on the south side of Liberty-st. It appears from the tea

THE SIXTH WARD HOMICIDE An inquest was held yesterday by Coroner Schirmer, at the Franklin-st. Police-Station, over the body of Cornelius Shay, the old man whose death was caused by kicks and blows received by him on Tuesday night last. From the evidence (which was somewhat

that death resulted from internal hemorrhage, caused by violence. A verdict against Pezute was rendered, and he was committed to the Tombs. Deceased was a native of Ireland, age 60, and resided at No. 57 Park-st. Pezute is a native of Italy, age 31, a baker, and resided at No. 31 Baxter-st.

THE LATE HON. VICTOR M. RICE. At a meeting of the Directors of the American Popular Life Insurance Co., hold on Wednesday, Oct.

27, the following resolutions were passed unanimously: 17, the following resolutions were passed qualimonaly:

Whereas, Death that removed from us the Hon. Victor M. Rice, the
first President of the American Popular hide luminance Company, and,
until his decease, one of its active Directors:

Resolved. That we hereby express our sorrow for his loss, and our appreciation of his many sterling and estimable qualities; his letegrity,
amishiity, and public spirit; his real and services in the cause of papular education, and his sincere devotion to the welfare of humanity.

Resolved. That we sympathise with his family in their becavement,
Alexalved. That a copy of those resolutions be forwarded to the family
of the deceased, and published in the daily papers; and that, in respect
to his memory, this Board new adjourn.

to his memory, this Board now adjourn. THE TAXEO.

lowing amounts, upon real and personal estates, for the month of October: 494,135 58 422,176 63 566,302 26 460,975 13 514,604 46 732,338 45 507,066 67 449,502 77 652,142 45 Total......\$7,725,194 21 585,730 68

The Receiver of Taxes has collected the fol-

THE COURTS.

UNITED STATES COMMISSIONERS' OFFICE. Before Commissioner Newton .- The case of

François Farez, alleged to be a forger, was yesterday adjourned for one month.

Before Commissioner Shields.—Josiah Bright was held in \$1,900 bail for having sold counterfeit 50 ceat notes, and Frederick Whellon was committed for passing a \$50 counterfeit note. CIVIL.

of an evering. For their accommodation the shopkeeper makes particular provisions in the way of seats, &c., and also takes the leading papers, so that they all sit and lasten while one reads the news. And as birds of a feather flock together, so here each seeks his own—and Republicans, Democrats, Baptists, Congregationalists, Methodists, and so forth, each have their particular store where they pass their leisure hours, though now and then one holding an opposite opinion is numbered among them, giving spice to the assemblage. A course of lectures could never be made successful in Newport for tures could never be made successful in Newport for tures could never be made successful in Newport foliows in these places of resert to the intellectual teachings of the lecture-room. Other places may, and perhaps the reason may be found in the fact that men prefer the companionship of their fillows in these places of resert to the intellectual teachings of the lecture-room. Other places may, and perhaps the reason may be found in the fact that men prefer the companionship of their fillows in these places of resert to the intellectual teachings of the lecture-room. Other places may, and perhaps the reason may be found in the fact that men prefer the companionship of their fillows in these places of resert to the intellectual teachings of the lecture-room. Other places may, and perhaps the reason may be found in the fact that men prefer the companionship of their fillows in these places of resert to the intellectual teachings of the lecture-room. Other places may, and perhaps the reason may be found in the fact that men prefer the companionship of their fillows in these places of resert to the intellectual teachings of the lecture-room. Other places may, and perhaps the reason may be found in the fact that men in the Cardinal Autonelli is still pressed by Regent strano's minister Millaus to permit the Spanish bishops swear fidelity to the new constitution.

NEWS PACKAGES FOR THE PRESS. Captains ann parsers of vessels arriving at this port are requested to sellver packages addressed to the New York Associated Press only to persons exhibiting the written authority of J. W. Simonton, General Agent. News packages for the Journal of Commerce, These, Tainuss, World, Sun, Express, Evening Post, Commercial Advertiser, Staste Vorld, Sun, Express, Evening Post, Commercial Advertiser, Staste Verticuty, and New-Yorker Demokrat should also be delivered only to the same persons.

PASSENGERS ARRIVED. PROM LIVERPOOL—In steamship City of Boston, Nov. 5.—Mrs. W. C. Hall, S. W. Adams, Louis Wasfelser, Mr. Woods, T. H. Balbeck, Mrs. Pike, Miss Pike, V. P. Dorselen, wife and family C. Muller, Win Dohon, W. G. Moore, From Halifax—Mrs. James Dickson, G. F. Mac-

MINIATURE ALMANAC. PRIDAY'S WRATHER REPORT—9 & m.
Atmosph's. Ther. Piaces. Atmos

timosph's. Ther. Piaces.

Clear. 51 Chicaco.

Clear. 45 Loussville.

Overcast. 53 Mooiles.

Overcast. 54 New Orleans.

Cloudy 57 Key West.

Raining 52 Harana.

Cloudy 55 Augusts. Montle...
New-Orleans.
Key Wost.
Harana
Augusta, Ga...
Kayannah
Charieston... Showery 52 SHIPPING INTELLIGENCE.

PORT OF NEW-YORK

CLEARED.

CLEARED.

Steamships—Virginia, Forbea, Liverpool; Cella, Gleadell, London;
Concord, Norman, Philadelphia,
Sups—Daniel Webster, Brown, London: Europa, Rochlen, Brennen;
Abigail, Raymond, Aniwerp; Charlotte, Oates, Savannah; Flying Bagia,
Lewis, San Frauciaco.

Barks—Leura, Strecker, Bremen; Uniun, Paine, Adelaide, Anatralia; Dirigo, Blair, Mobile.

Brigg-Sabina, Vencon, Buenos Agres; Aonte Gardner, Gardner, Bengar-Sabina, Vencon, Buenos Agres; Aonte Gardner, Gardner, Demerars; Curacos; Londonderry; John McDonald, Stiles, Nazasa, N. P.
Schra-Jamestown, Rogers St. Thomas: Breline, Pierce. Burbadoes; Brergreen, Tafa, St. John, N. B.; Margaret Pialer, Birzard, Wilmington, Del.; A. A. Holton, Gerdon, Newherth, N. C.; Marian Gage, Shepard, Charleston; Granife State, Crocker, Boaton; Senator, Faulkner, Boaton; W. H. Bowen, Baker, Provinces.

A RELIVED. o, Blair, Mobile.

pard, Charleston; Granite State, Crocker, Boaton; Sonator, Fanisher, Boaton; W. H. Bowen, Baker, Providence.

ARRIVED.

French corrette Latoucke Troville, Lieut. Basset, commanding, St. Pierre, S. F., 17 days.

Steamship City of Roston, Halcrow, Liverpool Oct. 23, Qdquestown 25, and Hallar Nov. 2, mdae, and pass.

Steamship Denau, Erust, Bronca Oct. 23, via Southampton Oct. 24, makes, and pass.

Steamship Fanits, Brooks, Philadelphia, mdae, and bass.

Steamship Fanits, Brooks, Philadelphia, mdae, and bass.

Steamship Chus, W. Lord, Hobart, K. Swy London, ballast.

Ship Chvie, Charchill, Hallfar, 17 days, ballast.

Bark Harry Booth, Chare, Havana 17 days, sugar.

Bark Tons, Boetzke, Shields 60 days, mdae.

Brig Gertrade, Layman, St. Johns, N. F., 19 days, sha and oil.

Brig Frodenel, Burdes, Lingan, C. B., 12 days, cool.

Brig Protzes, Gibbon, Havana 17 days, sugar.

Schr. Meddenel, Burdes, Lingan, C. B., 12 days, cool.

Brig Protzes, Gibbon, Havana 17 days, sugar.

Schr. Margaret Ann. Mason, St. John, N. B., 12 days, building stona.

Schr. Margaret Ann. Mason, St. John, N. B., 18 days, building stona.

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Schr. Margaret A

Geo. M. Bodine, Virguia.
R. F. Stuckton, Virguia.
R. F. Stuckton, Virguia.
D. S. Miller, Virguia.
Barbara, Virguia.
J. D. Sawyer, Virguia.
F. Wooster, Rockport
Frudence, Causden, Ma.
Mar Miller, Providence.
Gaptol, Providence.
Julia, Calaia, lumber.
Rina Jayue, Pravidence.
J. Morris, Holmer's Hole.
Mar Mills, Port Jettersur
Mar Mills, Port Jettersur Heury Pinch, Virginia. Ariadae, New Boiford. J. G. Collyer, Providence. Charm, Providence. Nellie Bloomfield, Stamford. Nellie Bloomseld, Stanio-R. Waterman, Providence. Sally Merritt, Norwalk. Ed. Collyer, Northport. J. S. Page, Port Jefferson. Maria Whitney, Rockland. DOMESTIC PORTS.

DOMESTIC PORTS.

Boston, Nov. 5.—Arrived, ateamships McClellas, from Baltimores, Aries, from Philadelphia; ship Wm. Wooodbury, McLellas, Liverpools barks Chasca, Crockett, Crosstatit, B. G. W. Dedge, Georgetown, S. C.; brigs Ges. Harris, Slanchard, Satilla River; Repeal, from Dominiques, Golden Lead, Drew, from Philadelphia. FOREIGN PORTS. SOUTHAMPTON, Nov. 5.—The steamship Holsatia, from New York

arrived at this port yesterday.

QUERNSTOWN, Nov. 3.—The steamship Java, from New York, arrived

Port-Winrdens' Motice.

PORT-WARDENS' OFFICE, No. 23 William-EL PORT. WARDERS' OFFICE, No. 23 WHIMENET,

NOTICE is hereby given, in accordance with
Section 4 of the Act passed April 14, 1857, satisfied. "As Acts
Reorganize the Wardens' Office of the Port of New Tork." to all perions
interested in, or having charge of the subject matter of such inquiry,
examination or survey, that the following reases are now under examination
by the Port Wardens, and that the said surveys or examinations will
be completed within ten days next succeeding this notice, on beard said

| | Steamship Hatteras |
|---|-------------------------------|
| | Steamship Jame Rell 37 N. R. |
| | Steamahin Donan |
| | Steamship SiberiaJersey City. |
| | Steamship Cambria |
| | Steamship Cubaderser City. |
| | Stanmahin Charleston |
| | Ship Atmosphere |
| | Bark R. B. MulhallPrentice's. |
| | Brig Moses Rogers |
| | Brig R. H. Rich |
| | Schr. Francia Edwards |
| | MINTHUENE TOMPKING, Preside |
| ú | AUU's HRRRINAN, Secretary. |
| | |

Wiedding Enros, &c.

AT WM. EVERDELL'S SONS, No. 104 Ful-ton-st.-WEDDING CARDS and FINE STATIONERY (Betab-

Stobes, Sanges, &c.

BASE-BURNING STOVES.-R. & J. MOW. D. BHAY, 22 Vessy st., opposite Washington Market, would call attention to their sacriment of the latest improved styles of BASE-BURNING NTOVES. One kindling, continuous burners, scommiscal tells fiel, powerful beaters. Also, Cooking, Gas-burners, Cylinders, and Globe Stores, for Pariors, Hall, Offices, Stores, and Factorisis, &c., &c. He LATING.—Culver & Simond's Improved
Hot Air and Hot Water FURNACES are the best, cheapest, and
most floroughly tested in use. Also, Registers and Ventilators manefactured, put up and warranted by the SIMONDS MANUFACTURING
CO., successors to Culver, Simonds & Co., No. 52 Chif-st., N. 1. Batallished 1836.

Rotices of Banhrupten.

IN the DISTRICT COURT of the UNITED A STATES for the EASTERN DISTRICT of PENNSYLVANIA.—In the matter of JOHN S. COTTON, Bankropt.—In Bankropte,—A general meeting of the Creditors of said Bankropt will be befa at the office of WLIGHAM ACMIGHABL. asq. Register in Bankropt, No. 530 Walnut-at, Philadelphis, on Monday, Nov. 224, 1869, at it is clock a m. for the purposes usuance in the 27th and 28th sections of the Bankropt Law. At this meeting the Account of the Assignes will be exhibited, and a Dividend be declared. To Creditors of said Bankropt.

W. S. PRICE, Assignes. contradictory as to who was the assailant), it seems the deceased quarroled with Peter Pezitto, on the corner of Tark and Baxter-sta, and was mally knocked down by Pezitte and kicked. Deputy Coroner Cushman testified